Patent Claims:

1. Method for identifying a drop in pressure in the tire of a vehicle,
   c h a r a c t e r i z e d   in that the detection method operates in dependence on at least one driving dynamics variable.

2. Method as claimed in claim 2,
   c h a r a c t e r i z e d   in that driving dynamics comprises one or more of the following variables: vehicle speed, longitudinal acceleration, yaw rate, transverse acceleration, steering angle, curve characteristic quantity, wheel acceleration, wheel slip, wheel slip gradient, tire torsion.

3. Method as claimed in claim 1 or 2, wherein a test quantity is determined from an input quantity for the purpose of pressure loss detection,
   c h a r a c t e r i z e d   in that the input quantity is modified according to the driving dynamics variable.

4. Method as claimed in claim 1 or 2, wherein a test quantity is determined for pressure loss detection,
   c h a r a c t e r i z e d   in that the test quantity is modified according to the driving dynamics variable.

5. Method as claimed in any one of the preceding claims,
   c h a r a c t e r i z e d   in that pressure loss detection remains undone when the driving dynamics variable lies outside a predetermined range of values.

6. Method as claimed in claim 3 or 4,
c h a r a c t e r i z e d in that a modification quantity is determined during operation of the vehicle and stored in a non-volatile fashion.

7. Device for identifying a drop in pressure in the tire of a vehicle, in particular for implementing the method as claimed in any one of the preceding claims, including a detection device (11) for pressure loss detection,
c h a r a c t e r i z e d by a modification device (12, 20, 23, 24) which influences the pressure loss detection in dependence on at least one driving dynamics variable.

8. Device as claimed in claim 7,
c h a r a c t e r i z e d in that the modification device operates in dependence on one or more of the following quantities: vehicle speed, longitudinal acceleration, yaw rate, transverse acceleration, steering angle, curve characteristic quantity, wheel acceleration, wheel slip, wheel slip gradient, tire torsion.

9. Device as claimed in claim 7 or 8, wherein the determining device operates with respect to an input quantity,
c h a r a c t e r i z e d in that the modification device (23b,c, 24b,c) modifies the input quantity according to the driving dynamics variable.

10. Device as claimed in any one of claims 7 to 9, wherein the determining device determines a test quantity,
c h a r a c t e r i z e d in that the modification device (23a, 24a) modifies the test quantity according to the driving dynamics variable.

11. Device as claimed in any one of claims 7 to 10,
c h a r a c t e r i z e d in that the modification
device (20) leaves the pressure loss detection undone when
the driving dynamics variable lies outside a predetermined
range of values.

12. Device as claimed in claim 9 or 10,
c h a r a c t e r i z e d by a non-volatile memory (28)
for storing a modification quantity which is determined
during operation of the vehicle.

13. Method for driving dynamics control,
c h a r a c t e r i z e d in that the control of driving
dynamics is also effected in dependence on a tire pressure
loss detected.

14. Method as claimed in claim 13,
c h a r a c t e r i z e d in that in brake control a
nominal value, and/or a response threshold, and/or a
control algorithm for the brake system is set or changed
in dependence on the loss in tire pressure.

15. Method as claimed in claim 14,
c h a r a c t e r i z e d in that when the wheel with
pressure loss is known, a nominal value for this wheel is
changed.

16. Method as claimed in claim 15,
c h a r a c t e r i z e d in that a nominal value is
changed for another wheel without pressure loss.

17. Method as claimed in any one of claims 14 to 16, c h a r a c t e r i z e d   in that when the wheel with a loss in pressure is unknown, a nominal value is changed for all wheels.

18. Method as claimed in claims 13 to 17, c h a r a c t e r i z e d   in that in traction slip control a nominal value, and/or a response threshold, and/or a control algorithm for the brake system, and/or the engine is set or changed in dependence on the tire pressure condition.

19. Method as claimed in any one of claims 13 to 18, c h a r a c t e r i z e d   in that the maximum speed of the vehicle is limited by engine intervention when pressure loss is detected.

20. Method as claimed in any one of claims 13 to 19, c h a r a c t e r i z e d   in that tire pressure loss detection is performed by implementing a method as claimed in any one of claims 1 to 6.

21. Device for driving dynamics control with sensor means, at least one controller (41), actuation means, and a pressure loss detection device (42), in particular for implementing the method as claimed in any one of claims 13 to 20, c h a r a c t e r i z e d   in that the controller controls the driving dynamics also in dependence on a tire pressure condition determined by the pressure loss detection device.

22. Device as claimed in claim 21,
c h a r a c t e r i z e d   in that the controller is a brake controller which sets or changes a nominal value, and/or a response threshold, and/or a control algorithm for the brake system in dependence on the tire pressure condition.

23. Device as claimed in claim 21 or 22,
c h a r a c t e r i z e d   in that the controller is a traction slip controller which sets or changes a nominal value, and/or a response threshold, and/or a control algorithm for the brake system, and/or the engine in dependence on the tire pressure condition.

24. Device as claimed in any one of claims 21 to 27,
c h a r a c t e r i z e d   in that the pressure loss detection device (42) is configured according to any one of claims 7 to 12.